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The New York Herald was founded by James Gordon Bennett in 1855. It remained the sole property of its founder until his death in 1872, when his son, also James Gordon Bennett, succeeded to the ownership of the paper, which remained in his hands until his death in 1919. The Herald became the property of Frank A. Munsey, its present owner, in 1920.

TUESDAY, OCTOBER 25, 1921.

What Do You Think of These Facts, Mr. Citizen?

The economic emergency which confronts the railroads of the United States today is not a theory as to wages that were too low before or too high now, measured by the general standards. It is not whether the chief fault is in the wage scales or with the shop rules and other working conditions. It is a condition which the railroads face, and this condition is that, whatever causes the grand total of labor charges, the roads cannot stand their payrolls. The country which has to put up the money for them cannot stand those payrolls.

In the three years of 1912, 1913 and 1914 the average annual labor cost of the railroads on the direct payrolls was some \$1,300,000,000. But in 1920 the labor cost of the railroads on those direct payrolls was \$2,895,000,000. The payroll increase of \$2,400,000,000 was thus not far from twice what the whole payroll had been before the war. The payroll total was not far from three times what the total had been before the war.

That was not all. The locomotive fuel had amounted for the three year average before mentioned to about \$230,000,000. In 1920 it was \$672,000,000. Here again the coal bill increase of \$440,000,000 was not very far from twice what the whole coal bill had been before the war. The coal bill total was not far from three times what the total had been before the war. And the cost of coal is largely labor.

Similarly the bill for material and supplies had run up from \$425,000,000 for that three year average to \$1,062,000,000 in 1920. In this instance the increase of \$637,000,000 was not twice the original total; it was about one and a half times as much. The total bill was not three times the former bill; it was about two and a half times what it had been before the war.

Taxes also had done their share of the bankrupting work. From an average for that three year period of \$115,000,000 a year they had gone up in 1920 to \$278,000,000. The increase of \$163,000,000 was nearly one and a half times as much as the old total tax bill. The total tax bill was nearly two and a half times what it had been before the war.

To try to pay these bewildering multiplications of crushing bills the traffic rates were increased and then increased again. The total operating revenues of the roads were thus forced up from an annual average of some three billions of dollars for that three year period to the terrific total in 1920 of six billions of dollars. This was an increase against the public, which pays the freight, of three billions of dollars a year. But the four items of labor, coal, materials and taxes, without counting anything else, had gone up that whole three billions of dollars and six hundred and forty-three millions besides.

Then came the smash. The increased railroad wages and other bills broke the railroad back, and the carriers could not go on with the load. The increased traffic charges bent the public's back, and the public would not go on with the load.

The small wage readjustment which was ordered by the United States Railroad Labor Board to take effect last July was not enough to enable the railroads to pay their cur-

rent bills and their interest charges if they kept up the properties with the proper expenditures on rails, ties, ballast, rolling stock, bridges and terminals. And at the same time they were compelled to begin revisions of the traffic rates in an effort to hold their dwindling business. So they were left between the devil and the deep blue sea. There is where they stand today.

A Distinguished French Visitor.

New York yesterday welcomed a distinguished guest of the American Legion in Brigadier-General CHARLES J. M. PAYOT, who as chairman of the Military Board of Allied Supply had no small part in the successes which came to the armies of the European allies and America in the world war. He was accompanied by Captain CHARLES DE MARECHES of the French Infantry, who upon General PERSHING's arrival in France was appointed special liaison officer, representing the French High Command at the American High Command. For the valuable service which Captain DE MARECHES rendered in this capacity he was honored by the United States Government with the Distinguished Service Medal.

Brigadier-General PAYOT was a staff officer under both General Foch and General Petain. While serving under the former at the War College he formulated, in conjunction with the British War Office, the plans for the utilization of the French railways in the case of a German attack upon France. The success which attended these plans at the beginning of the German invasion of northeastern France led to his appointment as Assistant Chief of Staff to General Petain and his complete control of the service of supplies to the quartermaster, ordnance, signal corps and automobile transport departments. From this post he was subsequently promoted to the chairmanship of the Military Board of Allied Supply.

In recognition of the faithful performance of the duties of his high offices and of his helpfulness to the Americans in France General PERSHING himself bestowed upon him the Distinguished Service Medal of the United States Army. Brigadier-General PAYOT was received by special representatives of the War Department and receptions in his honor will be given in this city and at West Point before his departure for the West.

Upper Silesia Cut in Two.

The allied Governments have sent to Germany and Poland a decision arrived at by the Council of the League of Nations upon the Upper Silesian controversy which on its face appears to have the much desired quality of finality because back of this decision is the statement that the allied nations, as represented by France, Italy, Japan and Great Britain, stand ready to enforce by all necessary means the territorial boundaries of Upper Silesia as fixed by the Council. Poland has accepted the settlement. In Germany the communication of the decision was followed by the resignation of the Wirth Cabinet, but the country has displayed no marked opposition to it. In fact a meeting of protest called in Berlin was a failure, and the action of the Cabinet is looked upon as a gesture which was forced to make to be consistent with its previously announced policy of refusing any proposal of partition.

Upper Silesia was the most important of the plebiscite areas left over for final settlement by the Paris conference. The questions of racial affiliation and economic adjustment were present here as in Schleswig, Teschen and Klagensfurt, but the racial differences in Upper Silesia were intensified by the bitterness of the strife between the German and Polish inhabitants, while the economic adjustment was increased in difficulty by the value of the coal and mineral resources at stake. Germany's contentions were that the raw materials of the territory were necessary to the conduct of her industries and that without Upper Silesia she could not pay her indebtedness. With apparently an equally good basis for its statements the Polish Government contended that if Upper Silesia was not awarded to Poland her factories would be without fuel and her industries would perish.

A canvass of the contested region, which has an area of barely 5,000 square miles, showed that it was primarily a mining and manufacturing district, that its iron mines yielded annually about 250,000 tons and that its zinc deposits were the richest in Europe. But more important still was the production of coal, which was about 44,000,000 tons a year. The questions that arose here were how far Germany was actually dependent before the war upon this mineral and coal and to what extent these resources would solve the industrial problems of Germany and Poland.

From the decision arrived at it would appear that the minor points in the dispute were not considered material to the solution and that the territory was treated in a rather broad sense and divided into two almost equal parts. To Poland are given all of Pless and most of the Rybnik provinces and the towns of Konigshutte and Kattowitz. Germany receives the northern and western parts of Upper Silesia and she keeps the towns of Gleiwitz, Zabrze and Beuthen. What has been generally recognized as the section richest in lead and zinc goes thus largely to Poland.

The iron and coal regions are divided between the two countries. For fifteen years, however, raw products from both sides of the line are to pass duty free to other parts of the industrial zone, and Germany is during this same period to furnish a proportion of iron ore to Poland and Poland is to furnish a proportion of coal from her mines to Germany. Other provisions are made for the safe conduct from one zone to another of workmen, for the joint use of the railway, for the protection of the region and for the protection of the economic unity of the Silesian industrial region.

Theoretically this plan would appear to be more satisfactory to the two most interested nations than any other proposed. The People's party, representing the industrial interests of the country, is the chief opponent of the decision in Germany. The Paris bureau of THE NEW YORK HERALD, discussing the German position, says:

"What Germany actually loses materially in Upper Silesia under the decision consists principally of tax resources and the possibility of including Silesian factories and mines in any national economic programme. The entire province was expected to bear precisely one-third of the total German tax burden this year, in which indirect and direct taxes would be about equally represented."

It is, however, pointed out that only a small geographical part of Upper Silesia is lost to Germany, that practically all the business transactions will be with Germany and that as soon as either raw material or manufactured products cross the frontiers they will be subject to a turnover tax, which is certain to be increased this autumn. Another factor which will have its weight in Germany is that France and Great Britain are apparently not now in opposing camps on the Silesian controversy and that the allied nations are really in a position to force the carrying out of the provisions of the present settlement.

Our Unknown Soldier.

In an improvised mortuary chapel in Châlons-sur-Marne yesterday a sergeant of the United States Army placed a simple bouquet of red and pink roses on one of four flag covered coffins. This was selected the Unknown Soldier who will be laid to rest in the national cemetery at Arlington on Armistice Day.

His name, the unit to which he belonged, the place of his birth—all these facts have been lost. They will never be known, for effective measures were taken to prevent future identification of the man whose mortal frame has been chosen for the conspicuous honor which will be paid to him.

The significance of the ceremonial interment of the Unknown Soldier lies in the circumstance that he is not identified. His sacrifice has been complete. He has given all. Thus he typifies those uncelebrated heroes who in their hour of need serve their country with utter forgetfulness of self, and in perishing insure the continued greatness of the land from which they sprang.

Women's Dress in Politics.

Perhaps it was unavoidable that women should bring into politics that which is of great interest to 39 per cent of them. This, of course, is clothes. Men used to discuss clothing in presidential campaigns. Back in the '80s the argument about the wool tariff and its effect on men's garb ran fast and furious. "I can not find myself," said BENJAMIN HARRISON in 1888, "in full sympathy for this demand for cheaper coats which seems to me necessarily to involve a cheaper man and woman under the coat."

Fashion played some little part in the days when only men voted. There was the white plug hat of the first Cleveland campaign and the red bandanna handkerchief of the Thurmanites. But now we find a serious discussion between the Republican and Democratic candidates for Register of New York county, both women, as to what women should wear. "The perfect dress," says Miss BOSWELL, "should always be a frame for the wearer." Miss MATTHEWS favors wearing "what is becoming, bearing in mind always the occasion."

There may be no genuine political fight over fashions until there is a United States Style Commission. Then we may see a campaign in which the issue is the length of skirts. There will be the Knee High candidate, the Shoe Top candidate and the Ankle Length candidate. How will the men vote? They have certainly been liberally educated on the subject.

The Restaurateur.

At the convention of the National Restaurant Association, which 700 restaurateurs from all parts of the country went to Los Angeles to attend last week, President JOHN WELCH of Omaha said:

"In the service we perform for humanity we have an opportunity equal to those of the recognized professions.

"In all seriousness I assert that the plane of our industry should be elevated to that of the clergyman's, the physician's and what should be the lawyer's."

Mr. WELCH did not overstate the fact. A restaurateur performs an essential public service. Its patrons entrust their health to its proprietor. They depend on him to buy whole-

some foods, to prepare them properly and to serve them attractively. The man who hurries to a luncheon counter for a sandwich and a glass of milk is on the same plane with the man who, with time and money to spend, patronizes a more elaborate eating place, in that each of them is absolutely at the mercy of his host as to the manner in which that delicate organism, the stomach, is to be treated.

An eating house, without personality, may be sanitary, may serve commonplace dishes, acceptable to most men, but it never can become famous as some restaurants have. Nearly every city has one eating house where "everybody goes," which is noted for a special dish. If a town lacks such an establishment it guards the memory of one or looks expectantly for one.

Fame may well come to the keeper of a good restaurant. It may be a little, unpretentious place or an extensively decorated series of dining rooms. If it is good it will bring its keeper's name to the knowledge of his fellows and they will celebrate him. A tea room where perfect waffles are served will be known from one side of the country to the other in a few seasons.

The proprietor of a restaurant must have ideas and ideals if he is to rise to the heights. If he lacks courage, aplomb, good address he cannot succeed in the fullest measure. He must think quickly, act promptly, but with no appearance of haste. Emergencies are constantly arising which must be met without hesitation. A temperamental cook, a clumsy waiter, an irate guest; the proprietor must meet and hold the attention of all of them, perhaps at the same time.

Mr. WELCH is right. Restaurant keeping is a profession. It calls for ability, training and resource.

Bluenose Wins.

Power told in the contest for the International Fishermen's Trophy. In the first race the 142 foot Canadian Bluenose had the 124 foot Gloucester schooner Elsie astern before the first six miles of the forty mile course was sailed. The times at the first three marks, before Elsie lost her foremast, showed that the superior power of the larger boat was the important factor in the race. This was again demonstrated yesterday when the challenger won the second race and the right to hold the trophy until a speedier north Atlantic fisherman takes it from her.

The races were sailed in the most sportsmanlike manner possible by seamen who knew their business every minute of the time and made the best of every opportunity which offered. The contending vessels were captained by accomplished members of a guild that tolerates only the best in its service; the fellowship of Banks fishermen, who battle with the elements for their daily bread, and who must be masters of their calling or pay with human lives for their failings.

Captain ANGELO WALTERS with the Bluenose has done a bigger thing to beat the Gloucester fishing boat Elsie. He has defeated Captain MARTY WELCH, on whom American hopes were pinned. But Captain MARTY WELCH did all that man could do with the vessel he sailed, and his defeat has nothing of humiliation attached to it.

A number of English scholars and scientists have formed a club with the sole purpose of amassing themselves and have adopted an elaborate formula of fan making to make sure their purpose shall be achieved. There is not too much fun in the world to-day and everybody will wish them success in their project, but the machinery they have adopted seems overelaborate. Nothing could be more oppressive than a hard held determination to promote hilarity with certain acquaintances at a certain hour in a certain place and under certain fixed conditions.

Spain's national anthem consists of music without words and patriotic songs hum while the air is played. A good many Americans hum when "The Star Spangled Banner" is played, but they do so not because of a lack of words but because they have never taken the trouble to learn Ker's immortal song.

Fewer motor cars are registered in Nevada than in any other State; the number is 8,638. Pennsylvania has 57,765 registrations, California 57,231, Ohio 54,700, Illinois 51,541 and Texas 41,232. The figures for New York are estimated at 505,442, but anybody who attends a Broadway theatre will find out this guess is far too low.

Secretary WALLACE of the Department of Agriculture will soon be the boss cow puncher of seventy steer yards. Future Cabinet meetings may be entertained by sure enough cowboy stories at first hand.

Portrait of a Grandfather.

All day he sits and does by the fire. Save when his son's young master seeks his knee. Leaving their tasks in dull school history To beg his chronicles of how his race Staked out far forest claims; of dangers dire His mother weathered in some famed blockade, And how she faced the Redskins unafraid. The children of his stories never tire. Outside, life noisily goes bustling by. Leaving no imprint on his drowsy mind. World changes no response within him. Nor newer questions rouse him to reply: Ever his own once cherished memories dim. He only lives in what "Pa" told to seek his knee. CHARLOTTE BECKER.

Chop German Cutlery.

A Workman's Practical Argument for American Valuation.

TO THE NEW YORK HERALD: As an American workman vitally concerned in the things which affect his earnings I was very much interested in the article headed "Importers Attack Tariff Valuations."

I am told by my employer that the reason our business, which is the making of cutlery, is operating at less than 50 per cent of normal is the record quantities of German goods which are being imported into the country at prices which do not show their real money value in this country. My employer also tells me that the American plan of valuation aims to price these goods at a value of 50 per cent of the same value as the American goods with which these imports will compete. He also tells me that one of the reasons why the Germans can sell these goods so cheap is that the German workman is now receiving one-sixth or one-seventh as much pay as the American, whereas before the war, when we could get along with a 25 per cent duty, he was receiving as much as the American workman, figuring in dollars.

If these figures are correct and if the function of the tariff, outside of raising revenue, is to protect and foster home industry, does it not seem that the importers are taking a stand directly opposed to the best interests of the American workman in opposing the American valuation?

It is also told that notwithstanding the low prices at which these imported goods are laid down here the resale price is made to conform to the price of American goods. P. H. RAUB, SOUTH ORANGE, N. J., October 24.

Wages High, Ships Idle.

If Costs Were Cut More American Vessels Might Be Used.

TO THE NEW YORK HERALD: Due to depressed business conditions about New York City the American merchant marine is laid up and the same proportion of marine workers are out of work.

A great proportion of these men have been out of work for from six months to one year, while foreign vessels are carrying American products. The ship owners paid our wages in my judgment, but our wages were not commensurate with foreign vessels. What are the marine organizations doing to remedy this condition?

Why are the leaders of these organizations withholding the wages of the few who are working at the cost of the majority, who are out of work? It would appear to be common sense for them to meet the ship owners and adjust wages so that American ships would have some show of competing.

Such adjusting of wages could be made temporarily and new agreements entered into as shipping conditions changed. AMERICAN MARINER, NEW YORK, October 24.

Help in the Barge Canal.

An Agency for Bringing Food From the West to the Coast.

TO THE NEW YORK HERALD: In view of the threatened strike of railroad workers it seems high time in my judgment to give thought to the Erie or Barge Canal.

Pledget can be brought through the canal direct from Duluth to this city and for much less than by rail. Foodstuffs have been brought from Buffalo here by canal in less time than by rail. This was partly owing to days or congestions at various railroad terminals.

Is it not surprising that shippers, etc., have not made much more general use of their canal? I say their canal advisedly, because this canal belongs to the citizens of this State, and consequently it is their duty to use it far more extensively. I fully believe that the canal may not only help our citizens in the present emergency but also contribute to the general betterment of this port and throughout the State. I regret, exceedingly, that possibilities of such vital importance not only to every man, woman and child in the present population but to future generations are so generally disregarded.

The supremacy of the Port of New York largely depends upon a more general and extensive use of the canal. NEW YORK, October 24.

Governor MILLER's preparations for State activities in any emergency created by the strike include use of the canal, and announcement has already been made that it will not be closed to navigation for the winter until the ice makes it impossible to use.

Under normal conditions, intelligent efforts are now being made to show to shippers its possibilities.

The supremacy of the Port of New York largely depends upon a more general and extensive use of the canal. NEW YORK, October 24.

The Madness of Labor.

A Railway Strike Offers a Chance to Abolish Union Tyranny.

TO THE NEW YORK HERALD: For money and nothing but money labor, organized by a clever and powerful method, declares its readiness to paralyze or entirely destroy the railroads, which being interpreted in terms of common sense, means the destruction of the commercial life of our country.

In the madness of their strength the mad, sickness and death which would follow their heartless action, and which will be chiefly the portion of the women and children of the poorer classes, mean nothing to them, for nothing counts with them but money.

The railroads should not yield to these illegal holdup brotherhoods. The sympathy of the nation is not with them as strikers and no better opportunity will ever be afforded to fight them and beat them. Millions of strong men and unemployed stand anxiously ready for the work, and there could be no greater triumph of law and order in the stabilization of the American Republic than to do away with the eternal threat of labor unions to starve our people into making submission to their demands.

"When the gods wish to destroy their first made mad." Organized labor in the service of our lines of transportation has gone mad. The gods present the psychology of the mad for its instruction. Ob, for a Grover Cleveland and an Obey! ANTHONY GUIN SORT, NEW YORK, October 24.

Edmond Clement Gives Song Recital

Former Metropolitan Opera Artist Heard for First Time in Eight Years.

Edmond Clement, who was at one time a popular idol among the music lovers of this town, has returned and gave his first song recital last evening in Aeolian Hall. He had not been heard here since early in 1913, when he gave concerts similar to that of last evening. It was even before 1913 that he sang at the Metropolitan Opera House, where his *Chevalier des Grieux* in "Manon" was regarded as the last summit of excellence by all those who had never heard or had forgotten Jean de Reszke.

M. Clement put a group of opera air in the middle of his programme last evening, the flower song from "Carmen," the dream from "Manon," and a less familiar excerpt from "Griseldis." The audience made him sing "Le Reve" a second time. His delivery of it was not as finished and delicate as it was ten years ago, but it was correct in style and fragrant in sentiment. The manner of his presentation of this number should have been a lesson in style to some of the singers and technicians in the audience.

M. Clement was less successful in the "Carmen" air. In the first place he was hoarse, and in the second his voice was less full than it used to be. There were vocal subtleties in the flower song which as the tenor would have scorned had he been in perfect command of his powers. It is unnecessary to make a catalogue of his Debussy, Cesar Franck and other songs on his list.

His singing throughout the evening was, as it used to be, conspicuous for every student of singing. His phrasing and phrasing was always admirable, but last evening taste had to yield at times to the vocal exigencies of the moment. His songs were heard by a very large and enthusiastic audience.

MISS SCHILLIG IN SONGS.

Soprano Gives Recital and Shows Advancement in Art.

Miss Ottilie Schillig, who gave a recital of songs yesterday afternoon in Town Hall, had already made herself known as a singer of good qualities. Her entertainment offered none of the

Thunder Maske.

From the Spectator.

Strangely the conditions recall a night of midsummer when we slept in the open barn. I had lighted a candle, and so hushed and still. Was that the thunder, the most common of things, but it seemed to me that it was a great thing, a great thing, a great thing.

Slapped at the ceiling, and invisible. Throated their rasping skirts about the dark. And then beyond the trees low rumblings broke.

Of rising thunder, and the lightning flashed. Lived above the distant hills. Near And nearer came the clanging peals, until

The sky rocked and those barn roofs echoed back. Hardly each clash had ended when the heavens

With lightnings now were riven: poised Electric, each a timeless flash of beauty. Then fell the rains. The tumult of the skies

Tumbled upon the droughty earth that had been dry. With greedy lips the heavy, pouring streams.

And you, or waking or asleep I knew not, You were all forgot. Our bodies, frail, Were crushed in the press of those grim thunders; twined, It seemed, like dust in a whirlwind's sucking pool.

And there was no escape. C. HENRY WARREN.

Killing Off the Antelope.

The Extinction of a Unique American Animal Is Threatened.

TO THE NEW YORK HERALD: The prong horn antelope is one of the very few North American animals peculiar to this continent and without close relations anywhere in the world. It formerly ranged from near the Mississippi River west to the Pacific Ocean and from western Canada south well into Mexico. In primitive times, and indeed within the memory of living men, it was the most abundant of the larger animals of the plains—more numerous, many of us believe, than the buffalo.

Like many other wild creatures that formerly were enormously numerous, the wild prong and the buffalo, for example—the antelope has disappeared before the advancing settlement of the country. There is no place left for him. To-day this unique animal appears to be on the verge of extinction.

Though almost everywhere protected by law its numbers are constantly growing smaller, so that in place of the millions that once existed on the plains there are now apparently but a very few thousands of these animals.

Off the coast of Japan the sea is yellow, due to the west of the Canaries it is a vivid green. Near Callao, the port of Lima, in Peru, the water is olive colored, while near Cape Palmas and along the Gulf of Guinea the ship often appears to be moving in a sea of milk.

Practically all of the tropical seas are affected by the blue of fire, the color of the sea is called, and the effect is produced by thousands of floating animalcules, or by the dead and putrefying bodies of certain other fish, from which an intense white light is given off.

A Reformer Hawk.

Smith Center News in Topeka Capital. Mart Palmer's hawk has been eating chickens. Recently Mr. Palmer shot and slightly wounded a large hawk. He captured it, clipped its wings and turned it into the hog lot. One of the chickens attacked the hawk, but was not hurt. The hawk, which sunk its talons deep into the enemy's snout. The hog with loud squeals frantically fled and hastily retreated. Other hogs were given the same treatment and have since been kept away by the creature wearing feathers. The hawk has whirled every cat and dog in the neighborhood and is boss of all its neighbors.

A Standby.

The weather man seems always right—Why in the day's report I see That warmer weather is in sight My good wife makes it hot for me. And when the weather man declares That colder weather's at our door, My wife greets me with icy stares And chills me to the very core. A very lucky man is he Who is forewarned of his afflictions, And so I can do daily. The good old weather sharp's predictions! NATHAN M. LEVY.

Daily Calendar

THE WEATHER.

For Eastern New York—Unsettled to-day; tomorrow probably rain and colder, fresh shifting winds. For New Jersey—Partly cloudy to-day; tomorrow unsettled and colder and probably rain; moderate to fresh shifting winds. For Northern New England—Rain to-day; tomorrow unsettled, fresh shifting winds, moderate to fresh northeast and east winds.

For Southern New England—Cloudy to-day, probably followed by rain to-night and to-morrow; moderate to fresh shifting winds, moderate to fresh shifting winds, becoming east and northeast. For Western New York—Rain to-day and probably to-morrow; not much change in temperature; fresh northeast and east winds.

WASHINGTON, Oct. 24.—Pressure continued to fall to-day over the great central valley, the plains States and Rocky Mountain States, and a fall in temperature was noted over central and eastern Colorado. Bright, mild, foggy, eastward.

Pressure was high off the north Atlantic coast, north of Lake Superior and over the Pacific coast, and a fall in temperature was noted over the Pacific States and Rocky Mountain States, and a fall in temperature was noted over central and eastern Colorado.

There will be rain in northern New England and northern New York and the lake States, and a fall in temperature was noted over the Pacific States and Rocky Mountain States, and a fall in temperature was noted over central and eastern Colorado.

Speculation as to which of the great symphony orchestras Richard Strauss will lead at his coming New York concert was ended yesterday by an announcement from the International Concert Direction of 16 West Thirty-sixth street that it is the Philadelphia orchestra. Strauss will direct the notable body of players assembled by Leopold Stokowski not only at his first concert at Carnegie Hall on Monday evening, October 24, but at the subscription series at the Metropolitan Opera House.

Mayor Hylan will hold a reception Saturday noon at City Hall in honor of Dr. Strauss, who arrives Thursday on the Adriatic. It was announced yesterday.

The following committee will escort him to City Hall and also will